INFORMATION REPORT

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SUBJECT Construction of an Automobile Plant at Ulyanovsk

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SUPPLEMENT TO REPORT NO.

1. The Ulyanovsk Automobile Plant (Ulyanovskiy Avto Zavod)(UAZ) was located about 3 km northwest of Ulyanovsk (54°20'N/48°24'E). It was a branch of the automobile plant in Gorkiy(56°20'N/44°00'E). There was a large airfield 500 meters south of the plant on the opposite side of the 6-meter-wide paved highway. There was a brickyard of the airfield. It produced bricks for the construction of the automobile plant and the workers' settlement. The Sviyaga River, which flowed north, was 1.5 km northeast of the automobile plant. A PW camp and a camp for Soviet convicts were located west of the automobile plant. There were one large and two small plant-owned locomotives. A spur track was laid in 1947. #

2. From 1945 to 1949 all the construction work was supervised by an administration called Avtostroy. Sewage construction and road building were done by Trust No 38. Aboveground and underground structures were built by Trust No 18. Both trusts were from Kuibyshev (53°12'N/50°09'E). The construction of the plant had already started during the war. Five sources learned from Soviet workers that 1940 was the first year of construction. After some installations had been built, construction work was suspended during the war. The construction of the power plant was not resumed until late 1944. In 1945, when most of the PWs arrived, there were only two workshop buildings standing, on either side of the main road in the plant area. Construction work was originally scheduled to be completed by 1950. According to one source it was not likely that all installations could be set up before 1951. In early 1949, four sources learned from Soviet workers that the construction work would end in 1952.

3. According to four sources the plant covered an area of about 500 x 800 meters. In May 1949, the plant consisted of a machine shop for the construction of engines, a chassis department, a department for the final assembly of the trucks, a foundry, two forges, a pressing department, a department for the construction of truck bodies and cabs, a tool shop, two hardening shops, one chrome-plating shop, and a heating and power plant. Some of these installations were still under construction or being equipped, including the foundry, a new forge, and one hardening shop. The plant was mainly equipped with German-made, British-made and American-made machine tools. There were only few Russian-made machines. Two sources reported that the installations of the Wanderer Automobile Plant in Chemnitz (N 51/K 66) were moved to Ulyanovsk. However, only one source actually observed machinery from the Chemnitz plant in Ulyanovsk. Almost all sources reported the installation of machinery coming from the Steyer-Puch Plant in Vienna. After early 1947, power and

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heat were supplied by the plant-owned heating and power station (TEZ). There was also an emergency power unit. **

4. According to information from all sources, the production started in the fall of 1947 and at first consisted only of the assembly of trucks from component parts which were supplied to the plant. A total of 100 trucks was completed by October 1947. Prior to late 1947, the daily production amounted to only 3 or 4 trucks. The daily production increased to 15 trucks in early 1948. In April and May 1949, the plant produced 35 to 40 trucks daily, although the daily quota was 50 units. A daily production of 100 trucks was scheduled for 1950. In early 1949, some of the truck bodies left the plant and were to be equipped with dumping bodies in another plant. According to one source, 20 percent of the trucks produced were shipped out this way. The production rate varied considerably from day to day. Production was held back because of the inadequate supply of power, the very irregular supply of component parts, and the lack of skilled workers. A two-axle 1.5-ton truck model was assembled prior to April 1949. Several sources called this truck the Ford AA model. It had a flattened radiator and angular fenders. The rear axle had dual wheels. The gasoline engine had four cylinders. The construction of a new model, a 3-ton ZIS truck, was scheduled to start after the plant construction was completed. All component parts of this truck were to be produced in the plant itself. ***

5. Coal shipments for the TEZ power station arrived from the Urals. The coal was of inferior quality. All component parts for the trucks such as engines, automobile sheets, chassis frames, axles, wheels, tires, steering equipment, fenders, radiators, upholstery, transmissions, differentials, doors, lights, and complete electrical systems were still being supplied by the automobile plant in Gorki in May 1949.

6. Most sources reported that 2,000 to 2,500 Soviet workers were employed in the production departments in each shift. Forty percent of the workers were women. Two 8-hour shifts were worked. According to two sources, the manager of the plant was Kuznin (fnu). The staff of skilled workers had been trained in the Molotov Automobile Plant in Gorkiy.

7. The plant was surrounded by a 2.5 meter high wooden fence with watch towers. It was guarded by MVD units.

25X1A * [redacted] Comment. For location sketch of the automobile plant, see Annex 1, based on information from PWs. According to this information the automobile plant was being built on the area of the former plant for aircraft accessories. Existing facilities of the former plant were being used.

25X1A ** [redacted] Comment. For layout sketch of the plant, see Annex 2, based on information from PWs. The workshops shaded in the sketch already existed in early 1945.

25X1A *** [redacted] Comment. It is known from other records that the truck produced in this automobile plant is the GAZ-MM-type truck which proved useful during the war. It corresponds to the GAZ-AA-type truck but is equipped with the 50 hp GAZ-M-type gasoline engine. The truck was produced in Ulyanovsk under the trademark UAZ.

Annex 1

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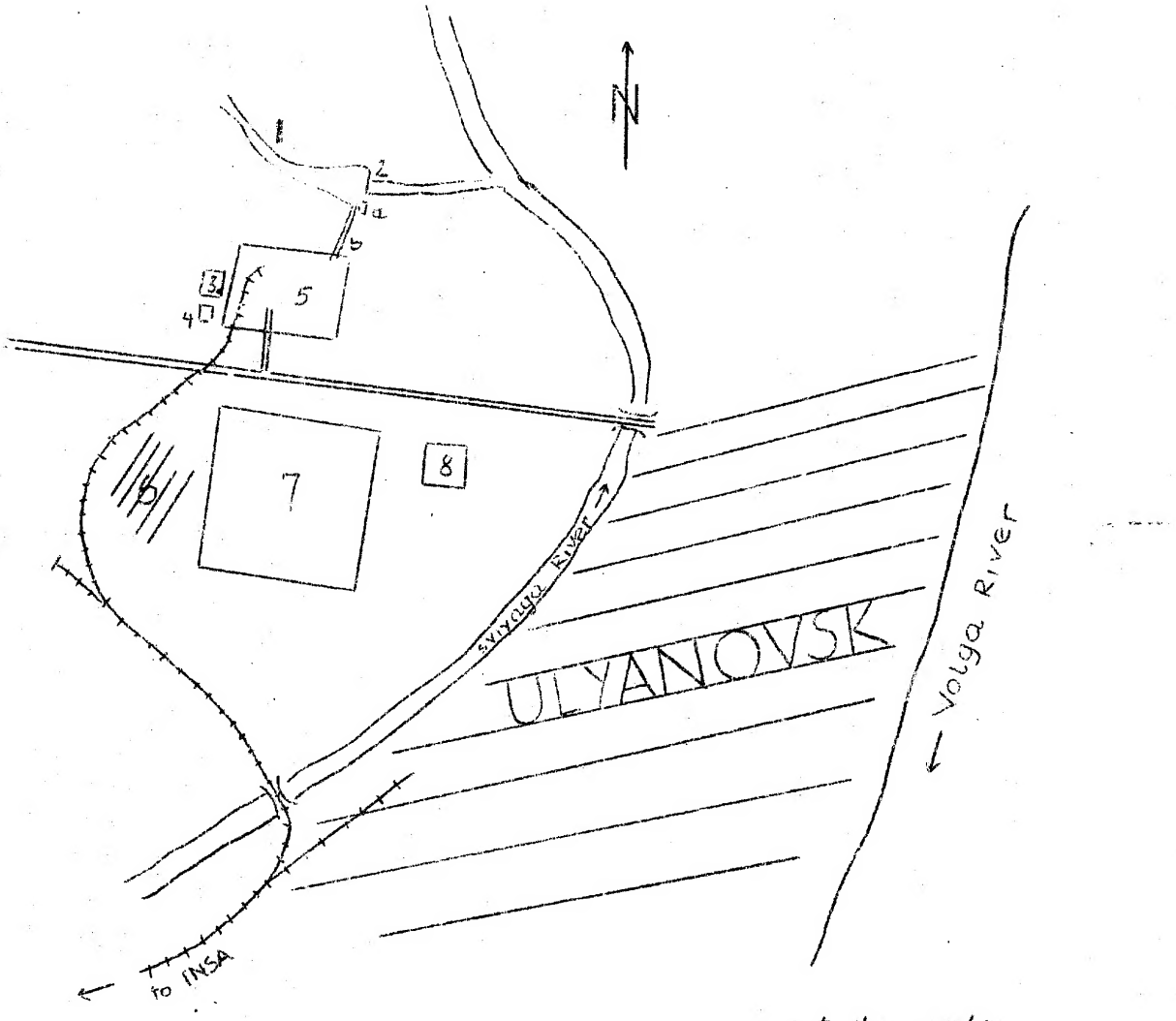
Location Sketch of the Automobile Plant in Ulyanovsk



not to scale

Legend:

1. Old branch of the Sviyaga River.
2. Dam built by PWs. The dam consisted of two brick walls filled in with earth. Next to the dam was a pumping station (a) pumping the water through a canal (b) to the water basin near the TEZ Power Plant of the automobile plant.
3. PW Camp No 7215.
4. Camp for Soviet convicts.
5. Automobile Plant.
6. Workers' settlement under construction.
7. Airfield.
8. Brickyard, which produced bricks for the construction of the plant. The daily production quota of the brickyard was 30,000 bricks. The actual production varied between 16,000 and 20,000 bricks daily in early 1949.

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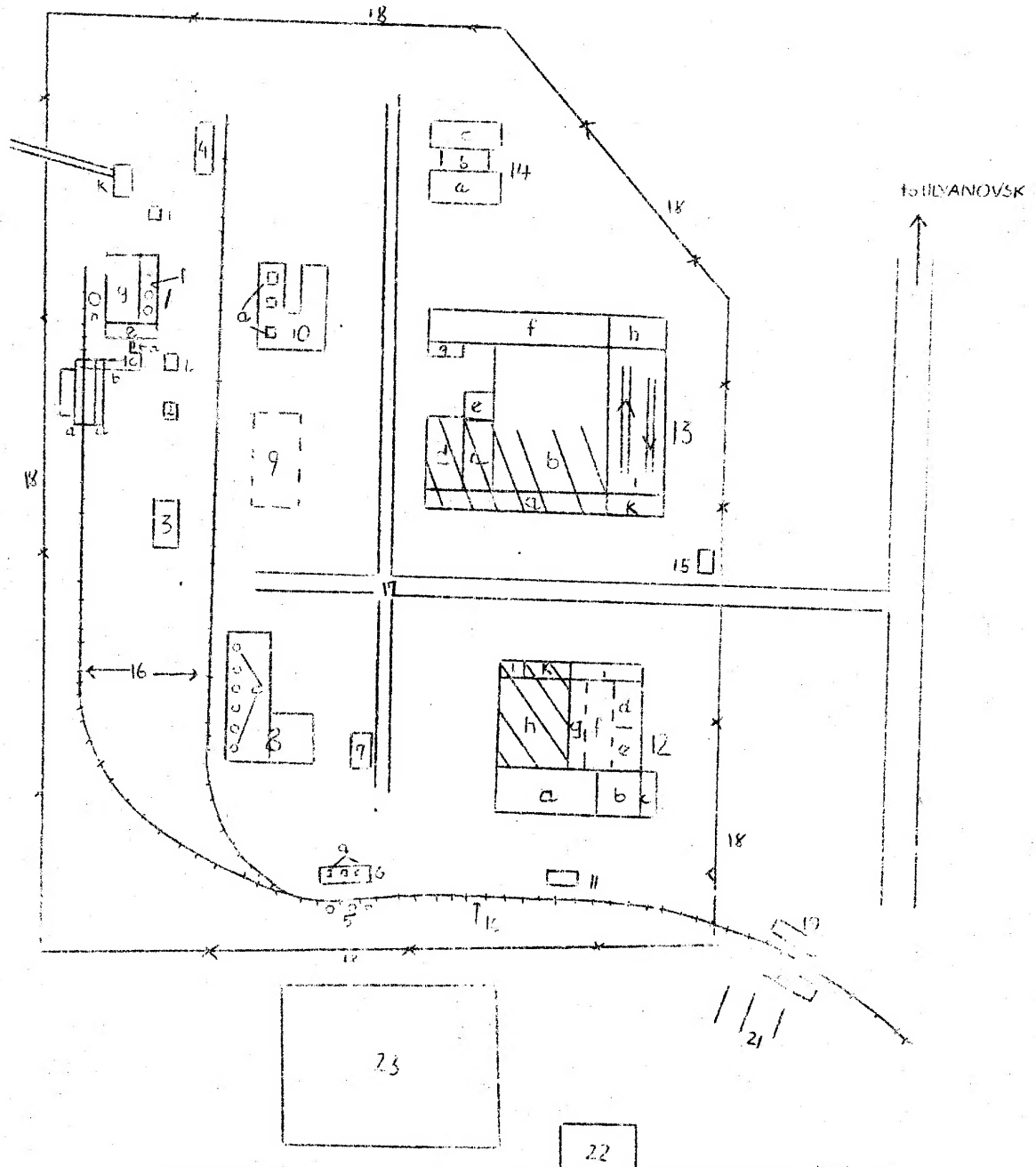
Layout Sketch of the Automobile Plant in Ulyanovsk

Legend: See next page.



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Legend:

1. TEZ heat and power station which supplied power to the automobile plant, the airfield and the town. A high tension line, consisting of three cables supported on wooden poles, led from the TEZ station to the town. The TEZ station also supplied steam for heat and power through underground pipe lines to all workshop buildings. The boiler was fired with a mixture of coal dust and oil. There were occasional power failures due to the coal shortage and because the generators were overloaded.
   a. Two open coal bunkers built into the ground. The coal was dumped directly from the railroad car into the bunkers. Two cranes loaded the coal on an inclined elevator equipped with dumping buckets.
   b. Inclined elevator with dumping buckets.
   c. Coal mill with several ball mills.
   d. Conveyor belt used to transport coal dust to the boilerhouse.
   e. Switch installation of the power plant.
   f. Turbine shop. It was scheduled to be equipped with 4 turbines. Three of the turbines arrived from Britain during the war. The fourth one was lost when the incoming freight ship was sunk during an air raid off Murmansk. Only two of the three turbines were in operation prior to May 1949. Each turbine had a capacity of 6,000 kw. The third turbine set was incomplete. The turbines in operation are marked in the sketch by unshaded circles.
   g. Boilerhouse equipped with 4 or 5 vertical tube boilers. According to one source, there were two boilers for each turbine.
   h. Brick smokestack, 70 to 80 meters high.
   i. Pumping station for the boilerhouse.
   k. Water basin, used as a cooling basin and to supply water to the boilers. The water was pumped through a 2-meter-wide and 2-meter-deep canal to the automobile plant.
   l. Administration building of the TEZ station.

2. Small chemical installation, reported by two sources. Incoming shipments of salt were observed. The salt was allegedly processed in this installation.

3. Concrete factory equipped with 3 stone crushers and 3 to 5 concrete mixing machines. This factory produced concrete for the construction of the plant.

4. Warehouse for materials.

5. Three oil tanks.

6. Compressor house. Three large air tanks (a) were observed in this structure. Two foundations for the compressors were built in early 1949.

7. Old emergency power installation equipped with two Diesel power units. In 1948, the building also housed an automobile repairshop.

8. Foundry, still under construction in 1949. According to two sources, 6 cupola furnaces (a) were scheduled to be set up in the foundry.

9. Abandoned building project. It was allegedly planned to be a foundry but the design was said to be faulty.

10. Large forge and pressing shop under construction. In May 1949, three foundations for machines had been built and the installation of the machinery had started. Two heavy Toledo presses of 90 tons and 45 tons were observed.

11. Repair shop equipped with a small hand-operated forge (Handschmiede), a small lathe shop with two lathes, a welding shop with a stationary and a portable electric welding unit. According to one source there was also an electrical repair shop.

12. Tool shop, forge, and thermal department. Tools for plant requirements, including metal drills, reamers, and gauges, as well as tools for automobiles and component parts for the construction of automobiles such as nuts, screws, bolts, engine and gear parts, piston rings, universal joints, brake rods and shafts, were produced and processed in this shop. One source also indicated the production of ball bearing races.

a. Forge, temporarily installed in this shop. It was to be transferred to the new forge after the new workshop building had been completed. There were three large hammers of 8 to 10 tons, two small hammers of 4 to 5 tons and 5 or 6 annealing furnaces. The processing of brake rods, universal joints and ball bearing races were observed.

b. Hardening shop, equipped with 6 hardening furnaces, some of which were electric, and with water and oil baths.

c. Chrome-plating shop, reported by 7 sources. It was not completed and put into operation until February 1949. Incoming shipments of small white metal bars were observed. The equipment included one furnace.

d. Workshop section for the construction of gauges and patterns. This section was separated from the remaining workshop by glass partitions. The temperature was not allowed to change in this section, as the products had to be tooled to an accuracy of one one-hundredth millimeter. The equipment included 8 modern horizontal drilling machines, four of which were German-made and the other four were American-made.

e. Machine shop, equipped with 6 machine tools for rough processing.

f. Machine shop, equipped with a large number of grinding machines, milling machines, bevel wheel slotting machines, thread grinding machines, and lathes.

g. Nut and bolt department equipped with about 6 automatic nut and bolt machines.

h. Machine shop. Its equipment included 10 large shaping machines set up along the northern wall. There were also other machine tools, including one planing machine 7 meters long and one planing machine 3.5 meters long. Two sources indicated that there was a total of about 300 machine tools in departments d, e, f, g, and h.

i. Offices for foremen.

k. Technical designing office and laboratory.

l. Fire station and garage.

13. Engine and chassis assembly department and workshop for final assembly of trucks. Component parts for automobiles and engines were also produced here.

a. Administration building. In addition to the plant administrative offices, the building housed the kitchen and the canteen. The headquarters of an MVD unit was also in this building.

b. Machine and assembly shop for the construction of engines and chassis. Its equipment included 600 machine tools of all kinds. Four hundred of these machine tools were electric. Prior to May 1949, only a few component parts were produced. The workshop was used mainly for the assembly of engine parts, which came from Gorkiy, for test runs of engines and for the assembly of chassis, of which all parts including wheels, axles, springs and frames were supplied from Gorkiy.

c. Electro-technical department. No details were known.
d. Tinsmith's shop. No details were known.
e. Repair shop.
f. Hardening shop, under construction.
g. Transformer installation, under construction. Four compartments were scheduled to be built.
h. Tall administration building, under construction. The entire plant administration was scheduled to be housed in this building in order to free workshop space being used for administrative offices.
i. Workshop for the final assembly of trucks. Its equipment included welding equipment and riveting hammers. There were two assembly lines, one on each of the two longitudinal sides of the workshop. The trucks moved on the first assembly line in an west-east direction, and on the second assembly line in an east-west direction. Ten trucks were allegedly assembled at the same time. According to one source, there was an elevated work platform in the eastern section of the workshop on which unidentified chassis assembly work was done. Trucks were assembled in five stages, as follows: assembly of the frame and installation of the differential; installation of the engine and of the transmission; assembly of the radiator, the radiator cover, the cab, and of the electrical system; assembly of the body; and acceptance test.
k. Spray-painting and lacquering shop. The completed trucks left this shop for the parking lot.

14. Workshop for the construction of truck bodies. According to Soviet workers, this shop was called a woodworking department (Derevo-Obdelochnyy-Tsekh)(DOTs). The workshop included a carpentry shop, a varnishing shop, and a drying shop. According to one source there was also an upholstery shop.
a. Carpentry shop, allegedly equipped with 25 woodworking machines. Truck bodies, and allegedly truck cabs, were produced here.
b. Varnishing shop.
c. Drying shop with two drying chambers.

15. Guard house.

16. Railroad track system.
17. Plant roads.

18. Wooden fence, 2.5 meters high.

19. Ramp for unloading incoming materials and parts.

20. Ramp for loading completed trucks.

21. Parking lot for completed trucks. Occasionally up to 300 trucks were parked in this area.

22. Camp for Soviet convicts employed for construction work.

23. PW Camp No 7215.